(8A) G - MONTICELLO-MOAB REGION

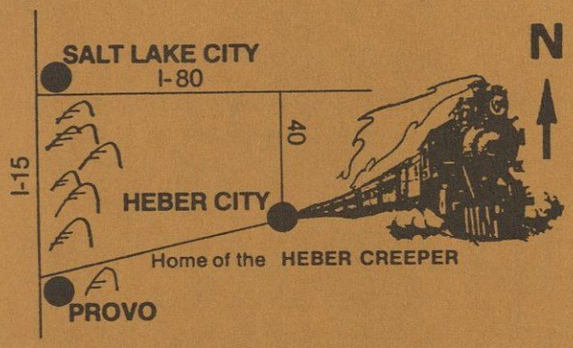
#8203R Third Cut

HEBER CREEPER

Do Something Old for a Change

The main depot of the Heber Creeper Railway is located on the western edge of Heber City, Utah, six blocks west of Main via 100 South. Ample free parking is available in the rear of the depot for cars, trucks, campers, and trailers. Though overnight camping is not permitted on railroad property, improved camping accommodations for campers and camp trailers are available inside Wasatch Mountain State Park three miles from the center of Heber City. Your ticket includes rail fare as shown, but does not include meals or admittance to any other attraction. Beverages and snacks are available on the train at reasonable prices. Special passenger services, such as required by wheelchair patrons, should be arranged in advance. Please dress as you wish, but please, for your own safety, avoid wearing spike-heeled shoes. To assure space, you may prefer to contact our office for reservations.

46 miles southeast of Salt Lake City and
28 miles northeast of Provo on Highway 40.



6 blocks west of the only traffic light in town.

FARES

	Steam Round Trip	Steam One Way	Diesel Round Trip	Diesel One Way
Adult (13–over)	9.50	5.25	7.25	4.00
Child (3–12)	5.00	3.25	3.75	2.50

Children under 3 ride free

Write or call for special group rates and information on charters

Train fares include admission to the Sons of the Utah Pioneers Railroad Museum located on the Heber Creeper terminal grounds.

WASATCH MOUNTAIN RAILWAY

HEBER CREEPER

SCHEDULE

Mon. - Wed. - Thurs.: 1:30 P.M.

Fri. - Sat. - Sun. & Holidays: 11:00 A.M. & 3:30 P.M.

Closed Tuesdays.

TRIP TAKES APPROXIMATELY 3½ HRS.

FARE

Adults: $3.50

Children: $1.75

GROUP RATES

10 to 39 people - less 10%

Over 40 people - less 20%

CHARTER RATES

$400 round trip

The 37 mile journey takes you across beautiful Heber Valley, around Deer Creek Reservoir and through Provo Canyon to majestic Bridal Veil Falls.

Tickets may be purchased at the Heber City Depot

6th West and Center Street
P. O. Box 69
Heber City, Utah 84032

Phone: 654-2621

WASATCH MOUNTAIN

TIMETABLE

HEBER CREEPER
SCENIC STEAM RAILWAY

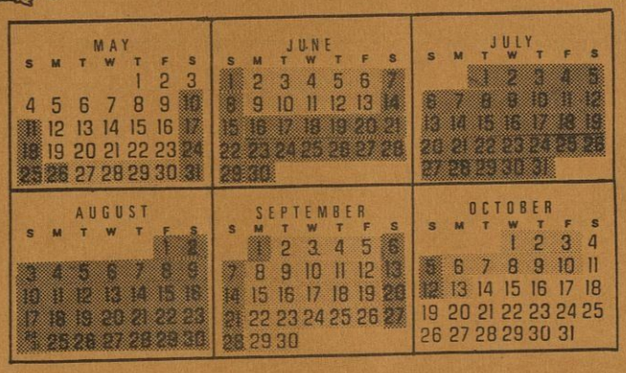
600 West 100 South
Heber City, Utah 84032

531-6022	654-2900	649-9521
Salt Lake City	Heber City	Park City

1986
DAILY SCHEDULE

Spring Excursions	May 10–May 25	Sat. & Sun.
Summer Season	May 26–Sept. 1	Daily
Fall Color Express	Sept. 2–Oct. 13	Daily

Departures		Arrivals	
Heber City	11:00 a.m.	Vivian Park	12:30 p.m.
Vivian Park	1:00 p.m.	Heber City	2:30 p.m.
Heber City	3:00 p.m.	Vivian Park	4:30 p.m.
Vivian Park	5:00 p.m.	Heber City	6:30 p.m.



Steam ▩ Diesel □

NOTE: Schedules are adhered to as closely as possible, but the Railroad reserves the right to alter schedules, substitute equipment and/or motive power as operating conditions demand.

WASATCH MOUNTAIN RAILWAY

P.O. BOX 69, HEBER CITY, UTAH, 84032
PHONE: (801) 654-2621

December 30, 1971

Dear Jack:

Would like to thank you for your kindness in sending the proofs of the Articles of Incorporation of the Utah Eastern Company. These pages have filled a large blank spot in our history search. We were not able to locate these Articles in the Salt Lake City office were such records are stored for the State.

Glad you enjoyed the photo of RGW 1. Hope I can turn up additional material which we can send along in exchange for you kind help and assistance.

Would like to see the blueprints of the projected routes. I feel that these prints were the results of work done by Tom Hardy in the late 1880's. I agree that the paper should not be mailed considering its age and condition of thickness. I recently took part in the publication of Hol Wagner's THE COLORADO ROAD, by painting six or seven paintings for this book. I plan to make a trip over to Denver to pick up these paintings in the near future. Would like to stop to see you during this trip. Will determin a date for this trip in a few weeks.

Yes, the two new locomotives are rough and I would expect that they have a few months of hard work ahead before they will be fired. The 2-6-2 is in far better condition than the Shay, and it shall be the unit that we'll fire first.

Thank you again Jack. I hope we can get together in a few months. Would like to meet you in person. We greatly appreciate your help in these matters.

Sincerely,

Ed McLaughlin

December 13, 1971

Mr. Ed. McLaughlin, Executive Director
Wasatch Mountain Railway
Post Office Box 69
Heber City, Utah 84032

Dear Mr. McLaughlin:

This will acknowledge your letter of December 6th about the photos of engine 1193 on the Provo Canyon Branch back in 1948.

The enlargement enclosed is the picture to which I believe you refer as having been reproduced in the Green Light. In addition, I am enclosing two copy machine pages of the other photos made that day. By using them in rising numerical order, starting with #2123, you can follow the sequence of the trip. The photos reproduced in Bob LeMassena's Vol. IV were made by Kindig; in my photo #2124 the two fellows shown appear to be John Maxwell and Les Logue. Les is now gone, his negatives, so far as I know, were sold by his widow to Everett DeGolyer in Texas. John Maxwell lives at 3220 Balsam Street, Wheat Ridge, Colo.80033.

I have in my collection three of George Anderson's 5 x 7 glass plates of D&RG 592 in collision with SL&U trainer 751 at 2nd West and Center Streets in Provo in 1917, but have no extra prints on hand. A couple of these pictures are shown in Ira Swett's Interurbans of Utah book on pages 54-55. But until I can find time to print once again, these must be held in abeyance.

Now, as to the enclosed, if you desire enlargements of any of these, and are willing to stand the cost at 75¢ for 5 x 7, $1.00 for 8 x 10, which is what I pay for the work, then give me the numbers of those you want.

The station bulletin book from Heber, which was captured when the depot was closed, was turned over to our archives at the Colorado State Historical Society sometime ago. Whether or not they could find it in their mass of material I cannot say. But until I have completed my obligations to handle publication of the Brand Book of our local Posse of the Westerners, for which I am the editor this year, little time is going to be available for outside matters such as looking after the Provo Canyon Branch.

The copy sheets of the 1902 profile for the branch may be of some interest, as also perhaps the current sheet out of our condensed profile book.

Thank you for writing, and for the information about the photo of RGW #1. Hope the enclosed will be of some use to you.

With best wishes for the Christmas season.

Sincerely,

Jackson C. Thode

3261 South University Blvd.
Englewood, Colorado 80110
December 27, 1971

Mr. Ed. McLaughlin
Wasatch Mountain Railway
Post Office Box 69
Heber City, Utah, 84032

Dear Ed:

While rummaging around in the material here over the Holidays I ran across the enclosed "page proof" of the Articles of Incorporation of the Utah Eastern Company that built the Provo Canon Branch. The pages which resulted from this were bound into a large book of "Important Contracts" of the Rio Grande which were printed in a number of copies and distributed among many of the officers and other important people of the railroad in those early days.

Since I have a copy of the bound contract book, it occurred to me that this material might be pertinent to what you are doing. If so, you are welcome to them.

The fine piecture of RGW 1 at Heber was received in good condition, and I am delighted with it. Thank you for your kindness in making it available for my collection.

I find that I have an extra pair of blueprints of the routes projected in and around Provo, Heber, Park City, Strawberry summit and that area, dated 1896. The paper is quite thin and fragile -- 32" wide -- and probably should not be subjected to mail handling. But if you are over in this direction, or know of someone here coming your way, have them get in touch with me and I will see that these are made availble for transportation to you as an addition to the material you are assembling.

Your acquisition of the two new engines, which Glen Brenton tells me he saw over there last week in not very good condition, sounds interesting. If the Shay can be worked into running condition you'll really have a drawing card, but to visualize the amount of work required for that makes me shudder!

All the best to you, and thanks again for the picture.

Sincerely,

WASATCH MOUNTAIN RAILWAY

P.O. BOX 69, HEBER CITY, UTAH, 84032
PHONE: (801) 654-2621

December 16, 1971

Mr. Jackson C. Thode
3261 South University
Denver, Colorado, 80204

Dear Jack:

Would like to thank you very much for all of the information and photograph. We will be ordering additional photos after Christmas when the mail settles down. Things slow down and the photos get better handling after Christmas when sent through the mails.

Would like to have you over sometime next season to see our little operation. We are getting two more locomotives this weekend. One is a three truck Shay and the other is a 2-6-2T. Both units are from Stockton, California.

Best wishes for the Christmas season. Will write you in a couple of weeks. Once again, we would like to thank you for your kind help in this matter. Enclosed you will find the photo of RGW #1, photo information on back of print.

Regards,

Ed McLaughlin

WASATCH MOUNTAIN RAILWAY

P.O. BOX 69, HEBER CITY, UTAH, 84032
PHONE: (801) 654-2621

December 6, 1971

Mr. Jackson C. Thode
3261 South University
Denver, Colorado 80204

Kindly both

Dear Mr. Thode,

The photo of R G W # 1 is at the lab and I will mail you a copy (5X7) in a few days. On page 138 and 139 of Colorado's Mountain Railroads Volume IV as well as a past issue of the D & R G's Green Light show views of the 1193, on its way to or in Heber City.

The one particular view of the 1193 coming up the long hill toward the dam is credited in the Green Light to you. Can you send us a copy of it? While you and Richard were in Heber City, did you take a shot the the train spotting stock cars at the cattle shoots? We are looking for a view of the train in that position or on the "Y" track. We are also looking for a view of say 1193 sitting in Provo Yard or comming through Provo City toward Provo Canyon.

We would also be interested in views of R G W or D & R G #611 and #613 and # 661 (2-8-0's) and # 523 a 4-6-0. Any views of other units slated in Heber City would be welcomed.

Would like to thank you Jackson for your kind help in this matter. We would also be appreciative of any historical data you can offer. We are trying to prepare a history and your promptness will be greatly appreciated.

Very truly yours,

Ed McLaughlin
Executive Director

FACT SHEET ABOUT THE WASATCH MOUNTAIN RAILWAY (ie, HEBER CREEPER)

1. Scenic Steam Railroad running from Heber City to Bridal Veil Falls in Provo Canyon, a distance of 18.5 miles - 37 miles round trip.

2. Time: Approximately 2 1/2 hours for the round trip.

3. Number of runs: First year, our tentative schedule calls for one run per day, on weekdays, closed one day per week, probably Tuesday or Wednesday, and three runs per day on Saturday, Sunday and holidays, until Labor Day, and weekends thereafter until September 26th.

4. Full Season runs: After proper development of all facilities including terminals in Provo Canyon, we will begin in May for Charter and School trips, weather permitting, with a daily season starting on Memorial weekend and continuing through Labor Day or beyond depending on demand, with an additional operating of weekends and charters, weather permitting until the first part of October. Heber Valley Fall colors will be particularly advantageous to the fall patronage for the railroad. Special party cars are being designed for our long term operations, probably starting in the '73 season.

5. Rates: Adults - $2.50 Children under 12 - $1.75 Babes in arms free Group rates available. All subject to Public Service Commission and Utah State Park approval.

6. Charter runs: (see enclosed advertising sheet) Charters for various time lengths will be available on weekdays for about $400.00 per trip, varying according to services desired. No limit to number except capacity of train which will be around 290 to 350 passengers. On weekends and holidays, charters must be limited to the same number of hours designed for the scheduled runs to allow us to fullfill our commitment to run on a schedule.

7. Equipment: (see enclosed sheets for item description) All locomotives (except small Davenport) will burn # 2 fuel, commonly referred to as a Furnace Oil. However, our coal burning engine will be used for emergency running this year is our # 35 is unavailable. Burning # 2 Fuel will allow us to completely conform with Utah Clean Air Standards. Each engine will burn from 700 to 900 gallons of fuel per day, and will convert to steam approximately 8,000 to 10,000 gallons of water per day.

8. Track: Inspection has found most of the line in surprisingly good condition, particularly in that area down the Canyon and around Deer Creek Reservoir. One section immediately out of Heber is old and needs replacing & a slow order will be maintained on this section until it is repaired. One unique aspect to this restoration, albeit frustrating to management is the fact that due to time and finances, we are required to restore this line with the same tools and methods used to build it originally. The "track gang", consisting mostly of our own Heber Valley boys, are learning skills that in many instances are becoming obsolete due to mechanization of the track building and maintaining section of railroading.

Have starting with Canon above Nunns — 2123 distant 3/4 right
at Road Xing approach MP 11 — 2124 head on
across River near Vivian Park — 2125 5/8 left front
Horizontal of same as enlargement Clover — 2127 7/8 rt front
along river above Vivian Park — 2128 3/4 left front
near Wallsburg, looking down Canon — 2129 7/8 left front future
near Wallsburg Mt Timp in background — 2130 3/4 rt front distant
hitting into Charleston — 2131
at depot — 2132 3/4 rt front any trains
whole train along depot street — 2134 7/8 rt front
Heber depot Cat 01174 — 35
36

also 5x7 592 collision 10/5/21 75 Ofsu
3 plates mid West + Center Provo
See Scott's Utah Interurbans p 54-55

UTAH MEMORY PROJECT

The Salt Lake Tribune Life

The steam engineer

By Judy Magid
Lifestyle Writer

When the pressure really builds up and he has to let off steam, Reed Hatch is sure the guy to do it.

He's the owner and chief engineer of X-100, one of the last of the old-time steam engines. These days his run is from Heber City to Vivian Park and back on the Heber Creeper.

"It's the only machine ever made that's 'alive,'" Engineer Hatch says with a smile. "It runs on live steam. I really love these old steam engines. I think they ought to be preserved in working order.

"You know, at one time, the Union Pacific alone had about 1,800. Now there are maybe four or five left. It's a shame."

Touring the yard with Mr. Hatch is an education in railroading as he greets people and explains what they do in their jobs. He points to a sad-looking engine and shakes his head.

Engines Deserve Care

"Look at the waste. It's like anything else — they've got to have care. If you do take care of these engines, they'll keep on for years.

"Take X-100. She was born in 1926 and she makes this run easy as anything. Old number 36 there had an accident when we were bringing her up from Arizona; she fell off the truck. She was born in 1930. As soon as we get her repaired, she'll be ready to roll."

Mr. Hatch says he's done "just about everything" in his life from logging to being a cowboy. ("I'm still a cowboy in the winter down in Arizona — I run 250 head of cattle.")

"I started on trains when I was about 14 years old. I learned on a log train out in Arizona.

"Funny thing. A few years back, they were filming 'Bound for Glory' and using a scenic railway I owned. This guy comes up to me and says, 'Reed, you remember me?' And it was Beans Smith, the man who taught me on that old log train. That's 54 years since we saw each other."

A man who practices what he preaches, Engineer Hatch takes good care of his engine.

"I'm here every morning at 7 to check and make sure she's greased and oiled and watered. I want to make sure that when we go out we come back again."

Lots of Pressure

It takes about two hours to build up enough pressure to roll. The steam comes out at about 900 degrees. There is a safety valve that lets the steam out when the pressure reaches a certain point.

"Few people ever survive being in the engine if she blows up," Mr. Hatch says. "But old 36 did blow out her front end once and we came through all right."

Everyone who works on the Heber Creeper seems to be a railroad fan. Cline Page, who is a conductor in the daytime, came up from Arizona with Mr. Hatch.

"I worked on that scenic railway. And then I travel a lot with my wife. I do all kinds of things around here — and I really enjoy talking with all the folks who come up to ride with us."

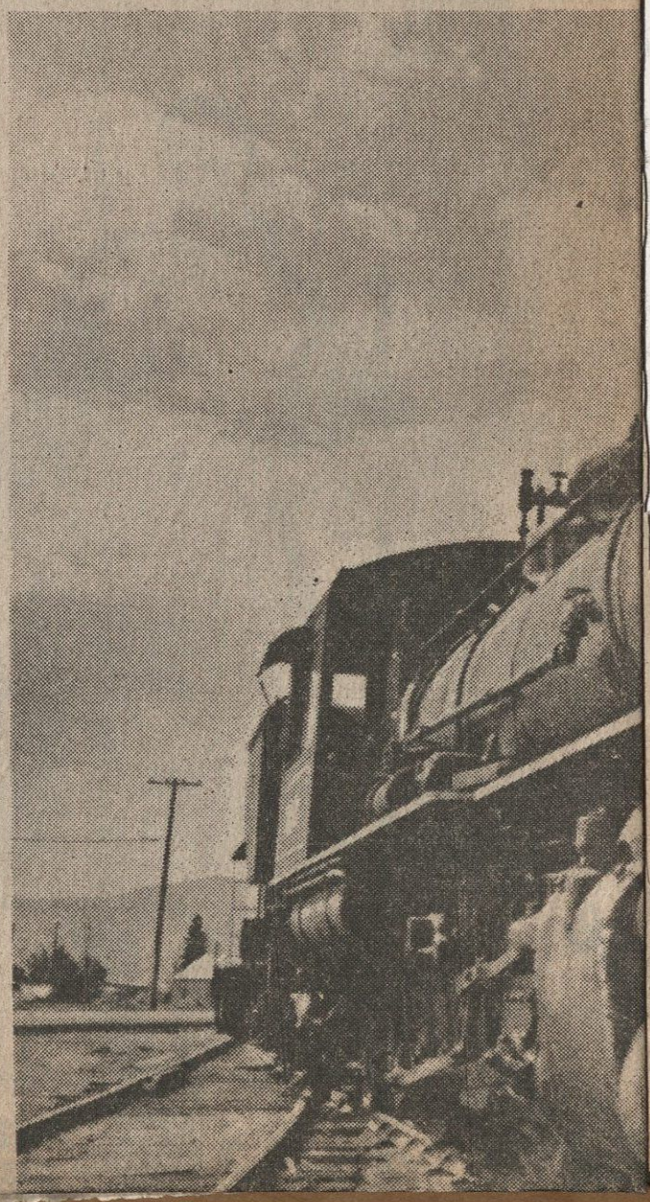
"We have lots of railroad buffs who come up here."

Diane Hyde, who also works in the depot, adds that one retired railroad man from Evanston, Wyo., comes up every year with his whole family.

"They make every run — the 11 a.m., the 3 p.m. and the night run. They just love it."

Though there is always a festive atmosphere around the Heber station, a lot of hard work is done to maintain the safety of the passengers and the trains. Kim Bezzart, for instance, is a new rail (beginner on the train) and working as a fireman.

"I asked especially for this job. I really like it. The



Salt Lake Trib 1/27/73

The Salt Lake Tribune Life

Have

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By Judy Magid
Lifestyle Writer

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Also 5X

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who could

ngine holds about 5,000 gallons of water. It
,500 to 3,000 gallons to go one way. I watch to
in the pressure and I get to ring the bell," he

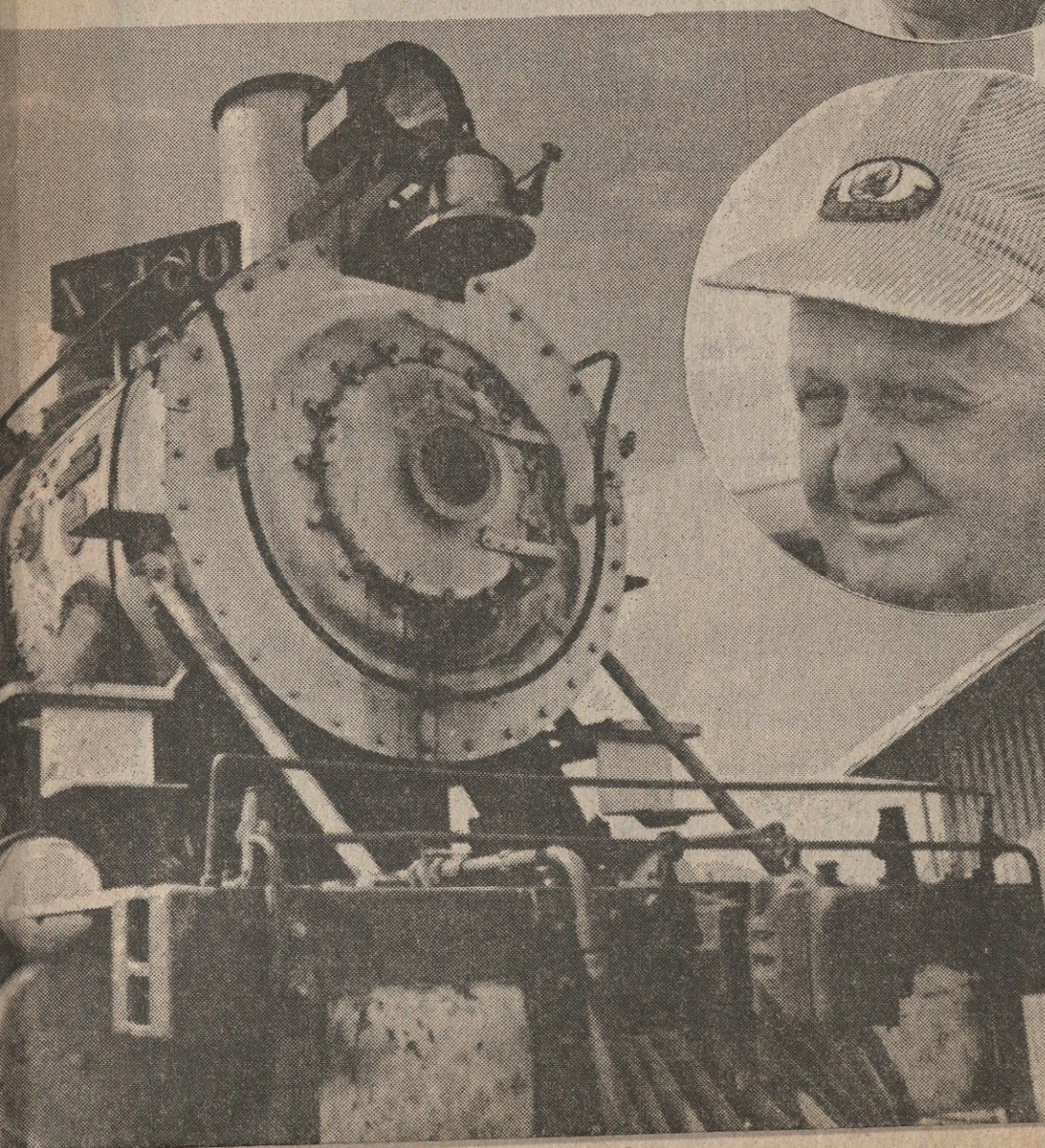
t Mr. Hatch gets to blow that whistle."

hough Mr. Hatch loves the steam engines, he's
believer in looking forward, not back.

ove Amtrack," he says. "I use it when I go on
California to see my other engine. And if I really
ime, my favorite way to travel is by luxury
Oh, and I like to fly, too.

t I think that all of us young-old kids have a
l soft spot for the old steam engines."

Cline Page



Reed Hatch

Provo

The passengers on the Heber Creeper are not limited to parents taking their children on a train ride for the first time, although that's a big part of it.

"Yesterday we had two retired conductors from the Union Pacific come up to ride with us," said Cindy Drury who runs the ticket booth ("I used to be a stewardess on the train but they didn't have maternity uniforms").

"These guys stood around with their big U.P. buckles and talked about the old days when 'I used to run old 618 for 45 years.'

Old number X-100 (otherwise k

Heber Creeper crew members are Cline Page, left, Hal Jaussi, Kim Bezzant, Reed Hatch.

Have

Also 5X

nown as the Heber Creeper) is one of four or five steam engines left.

Terms for railroad buffs

For railroad buffs, here are a few old railroader terms that are still used around the yard.

Filling station: water tank.

Boxcar artist: tramp or hobo.

Juice, soup: water.

Master mechanic's blood: valve oil.

Spar: a pole used to shove car when switching.

Toothpick: railroad tie.

Whangdoodle: an outlying telephone.

Live lumber: any living freight, man or beast.

Give the high sign: whistle off to sound departure.

Jingle the brass: ring the locomotive bell.

Blow smoke: boast.

Pension run: easy run.

Whiskers: seniority (long whiskers, long seniority).

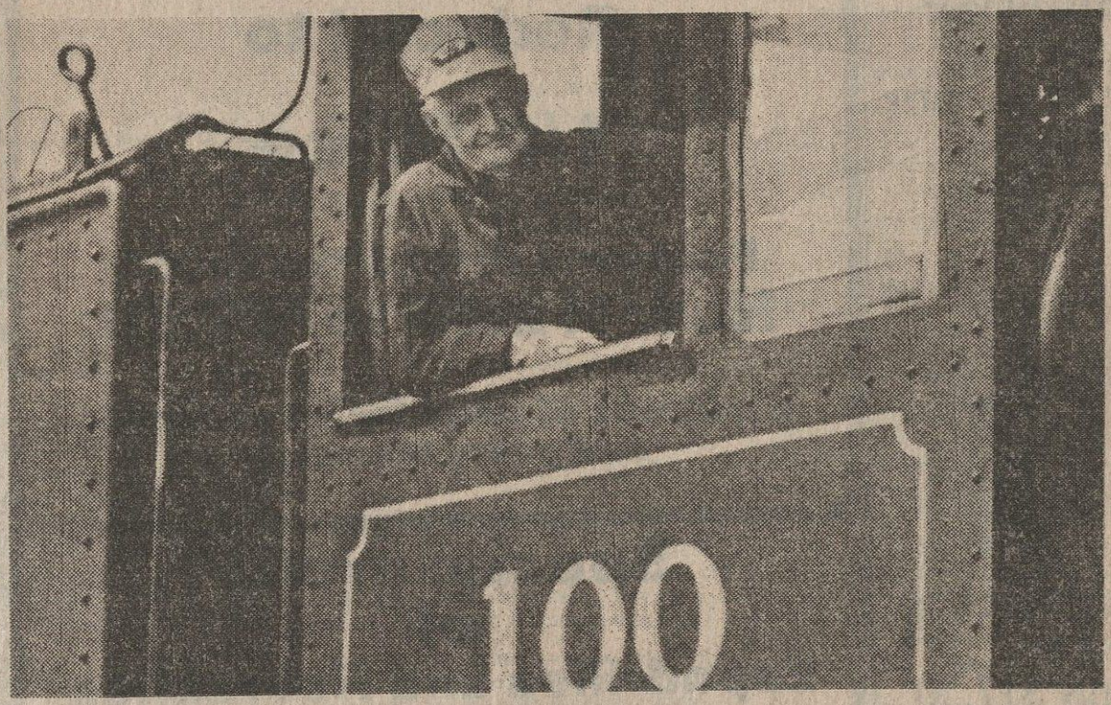
Wrench artist: mechanic

New rail: novice at railroading.

Johnny-on-the-spot: fireman who keeps the steam pressure up.

Down the cinders: along the track.

Off the steel: away from the railroad.



Owner and engineer of the X-100 is Reed Hatch. He learned on a logging train in Arizona.

Tribune Staff Photos
By Frank Porschatis

Wilson Rlem 1/12/73

all from RLCM 12/27/13

#523, derailed in Provo Canyon, Utah
circa 1907.

Photo is fare, tender is uncoupled from the locomotive.

crop line

RGW #1, Heber City, Utah, circa 1907. Bob, I have had to do a great deal of restoration to this photo since the original print was in such poor condition having been nailed to the wall of on old home here in Heber. Please note crop line.

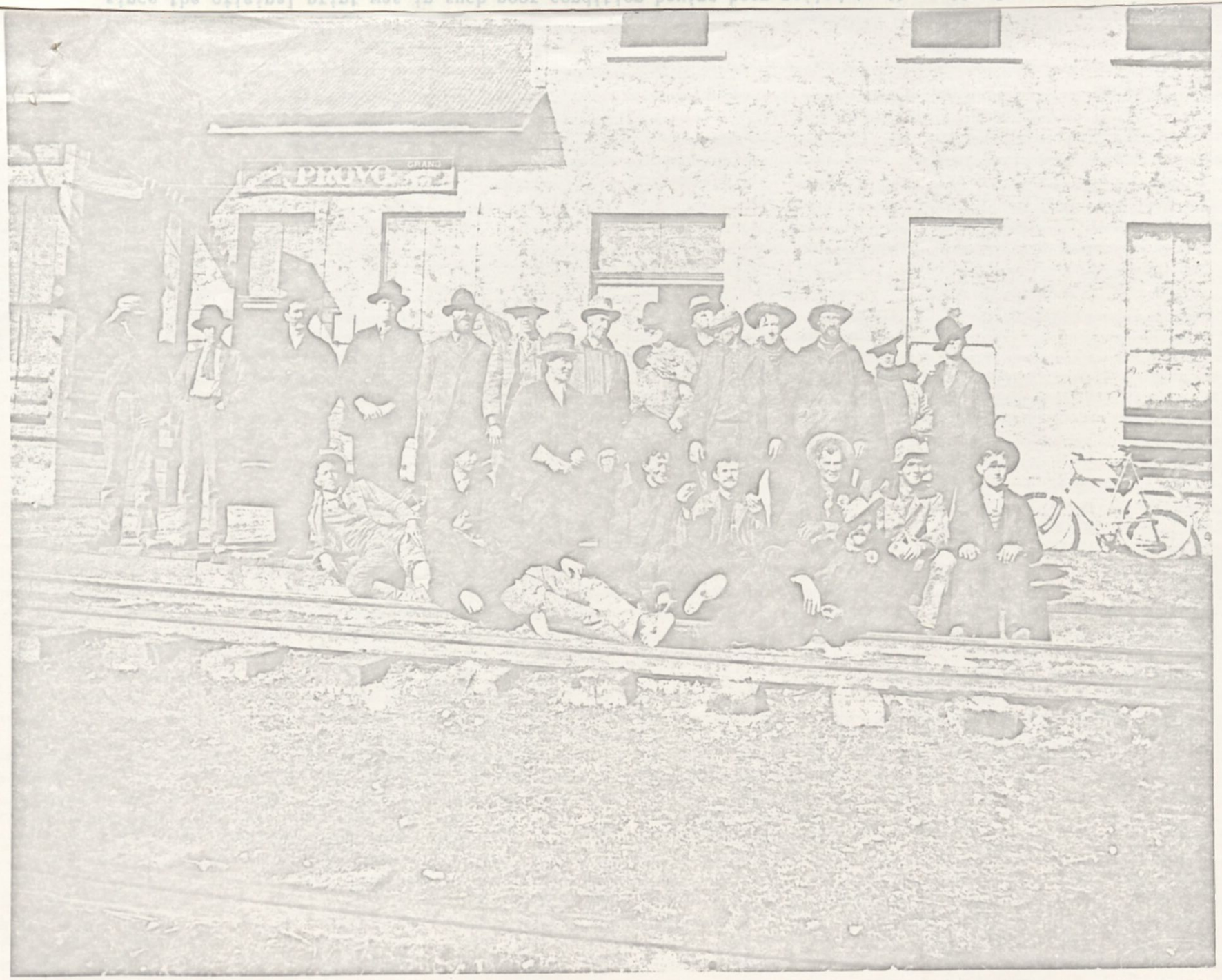
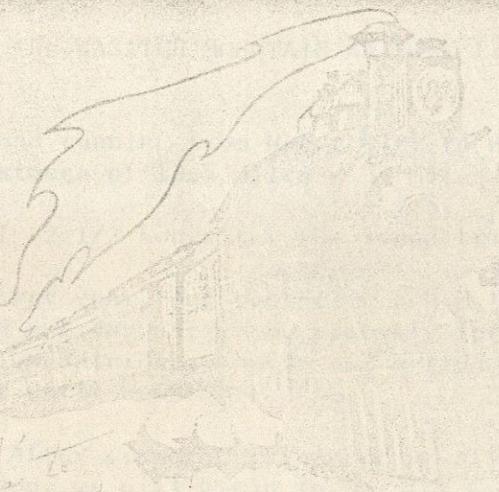


Photo of the original track crew that finished building the railroad line into Heber City. This photo was taken in Provo, Utah in front of the old depot building. Migh be interested in this from the human interest point of view.

WASATCH MOUNTAIN RAILWAY

WM



P.O. BOX 69, HEBER CITY
UTAH, 84032
PHONE: (801) 654-2621

HEBER CREEPER

For an exciting and nostalgic summer group outing, may we suggest the HEBER CREEPER STEAM POWERED RAILROAD. A ride on our HEBER CREEPER through the Wasatch Mountain State Park and Heber Valley will carry your party back to the lusty days of the majestic Iron Horses. Our railroad journeys across the valley through the sheer gorge of Provo Canyon to beautiful Bridal Veil Falls. On the return trip, stops can be made for picnicking at several highly suitable locations including the Park's "Chalet" area.

Heber Valley and Wasatch Mountain State Park offers any group the widest variety of outdoor recreation including picnicking, hiking, fishing, boating, water skiing, swimming, camping, horseback riding, golf, soaring, or grand sightseeing.

The 18.5 mile long ride through this recreation paradise takes a leisurely three hours, and if desired, more time can be arranged for late afternoon outings.

Our schedule this year begins in July, 1971, and runs through Labor Day and weekends thereafter, weather permitting.

Call us any time to help you plan your summer outing over the route of the famous HEBER CREEPER.

THE IRON HORSE TRAIL THROUGH THE ALPS OF UTAH

HERALD
Provo, Utah

Salt Lake Tribune - Thursday - June 24. 1971

ROLLING STOCK FACT SHEET FOR THE WASATCH MOUNTAIN RAILWAY COMPANY

I. Locomotives

Number: Davenport Type: 0-4-0, Gasoline, 6 Ton. Builder: Davenport Locomotive Co.
History: Light industrial engine used in track maintenance.

Number: 618 Type: 2-8-0, Coal, 98 Ton. [redacted] Builder: Baldwin Locomotive Co. 1907
History: The 618 served the Union Pacific Railroad and in the late 1950's was displayed in the Utah State Fair Grounds. A team effort by the Wasatch Railway Museum and Foundation and the Salt Lake Chapter of the National Railway Historical Society moved the 618 to Heber City. The 618 is one of only two operating steam locomotives now left of the former vast fleet of Union Pacific Iron Horses. To conform with Utah's Clean Air Standards, this engine will be converted to oil after this season.

Number: 35 Type: 2-8-2, Oil, 85 Ton. Builder: Baldwin Locomotive Co. 1923
History: Number 35 came from Northern California and was used by the Pacific Coast Lumber Company of Scotia, California. It was moved to Utah on a heavy duty flat car in April, 1971. This locomotive will be the major motive power on the WM Ry system because it is currently oil fired and in excellent condition.

Number: 110 Type: 2-6-6-2, Oil, 110 Tons. Builder: Baldwin Locomotives Co. 1928
History: The 110 is a locomotive designed to negotiate tight radius curves. In order to do this, the wheel base is built to swivel under the rigid boiler. Once used by the Rayonier Lumber Co. of Washington State, it will take approximately one year to restore it to operative use.

II. Cars

a. Cabboose Built: 1920's History: Built by Union Pacific Railroad. Donated to the B.Y.U. by the Union Pacific, in turn donated to the Heber Creeper project by the Y.

b. Combine Built: Early 1900's History: The U.P. Combine car # 2700 was seen on most branch lines in Idaho operated by the Union Pacific. "Combine" means half chair and half baggage car. It will be restored to hold 60 people.

c. Open Air Cars (3) Built: Late 1940's History: Formerly standard 40' box cars built and used by the Southern Pacific RR. These units convert to observation cars and are designed for around 50 to 65 people per car.

d. Flat car Built: Late 1940's History: This flat car was built for the U.S. Army and declared surplus at the Ogden Defense Depot. The WM Ry purchased it and will be outfitted with removable sides and benches for ease in capacity runs.

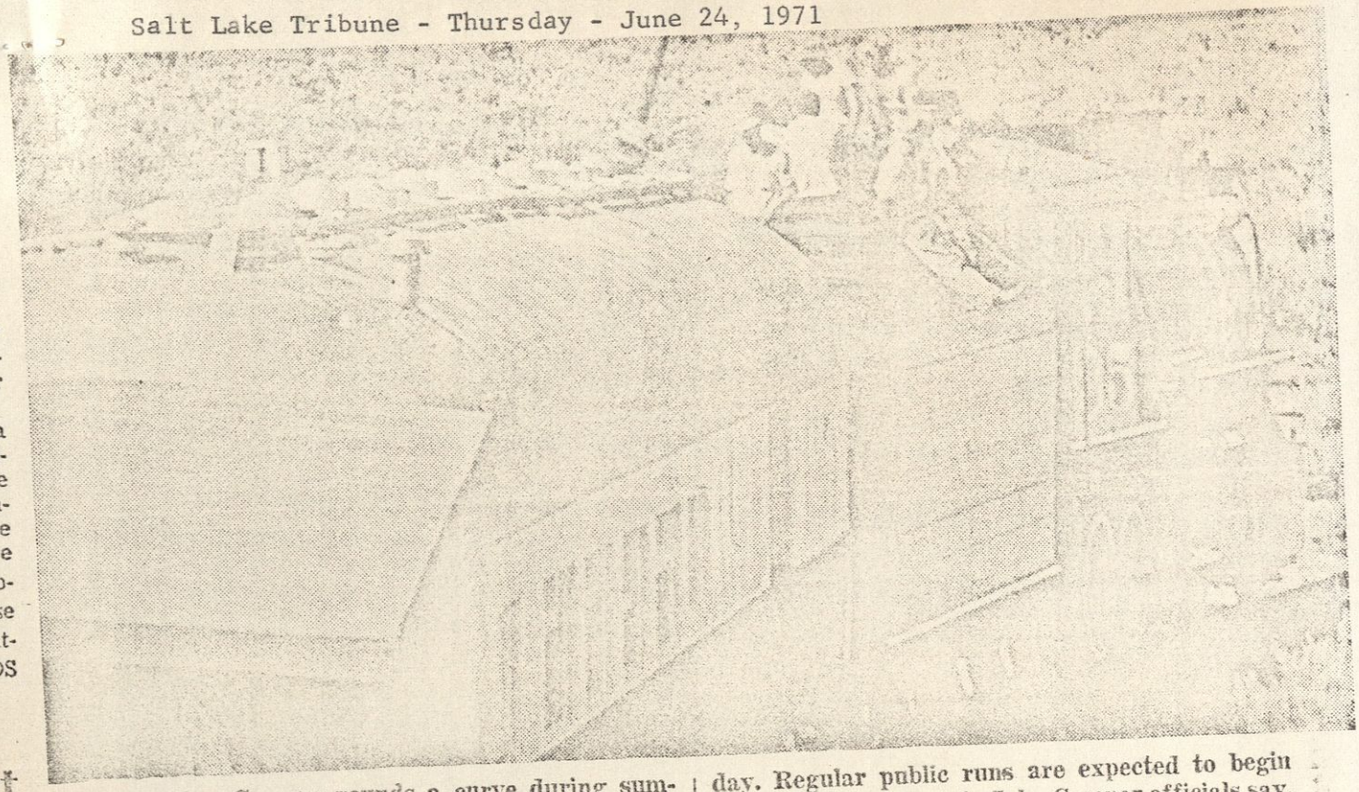
e. Hospital cars (4) Built: Early 1940's History: The U.S. Government built these as field hospital units. Eventually they were marked as surplus and are owned by the Golden Spike Empire of Ogden, on loan to the Heber Creeper. One car will be renovated for service this year as a display.

f. Balast Car Built: Early 1950's History: Formerly used on the Western Pacific, this balast car is a general service unit on the WM Ry.

III. Other Equipment

There are several old time passenger cars in the Ogden area, owned by the National Railroad Historical Society, Promitory Summit Chapter that have been made available to the WM Ry for purposes of restoration and use. They will make excellent movie props and enclosed cars for inclement weather. Their build closely conforms with the Combine now being restored.

Salt Lake Tribune - Thursday - June 24, 1971



The Heber Creeper rounds a curve during summer's maiden run up the Provo Canyon Wednesday. Regular public runs are expected to begin during first full week in July, Creeper officials say.

Creeper Takes Run In Provo Canyon

Special to The Tribune

HEBER CITY — The Heber Creeper, this city's answer to Amtrak and the decline of passenger rail service, was on the right track Wednesday afternoon as it made the summer's maiden voyage up Provo Canyon.

The Creeper, officially known as the Wasatch Mountain Railway, is scheduled to open for public runs the first full week in July, according to Lowe Ashton, company president.

Just a Preview

And Wednesday's run of nearly 18 miles was a preview of activities in Provo Canyon, Heber Valley and what's to come for the summer tourist season.

After a tour of the train station in Heber City, which should be completely renovated by public opening time, about 50 passengers were transported to Bridal Veil Falls, the southern most tip of the system. That will be the turn-around point for public round trip runs starting in July.

Train runs on the Creeper, an old Denver & Rio Grande Western Railway Co. line abandoned by the original owner in 1969, have been a long-held dream of Mr. Ashton.

Adopts Resolution

Right-of-way, rails and ties for the line were bought about a year ago by the Utah Highway Department, Mr. Ashton noted. And the last session of the Utah Legislature adopted a resolution telling the highway department to sell all to the State Park and Recreation Division.

It is anticipated that this land will now be leased to the railway company, Mr. Ashton said.

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. . . and anything else that needs attention.

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Salt Lake and Cottonwood

SPRUCE-UP FEVER

Circ.: 17,862
MAR 10 1970

'Heber Creeper' Once Served Vital Purpose

By LADAWN ERCANBRACK

In this era of time, we are seeing the "Iron Horse" slowly dying out, like the buffalo.

In 1929, there were 20,000 passenger trains throughout the United States, now there are fewer than 500. At a time when the famed California Zephyr's run from Salt Lake to the Coast is being discontinued, we are also saying goodbye to the "Heber Creeper", which made its run up Provo Canyon.

Carried Yule Tree

One of the last runs the train made was a task befitting a veteran. It tenderly carried the National Christmas tree, furnished from the mountains of Utah in 1968, on the first lap of its journey to Washington D.C., and then, it did what General MacArthur said of old veterans, "...they never die—just fade away".

Over 70 years ago, the Denver and Rio Grande Western Railroad Co. opened a line designated to run through Provo Canyon and into the Wasatch County area, where it terminated at Heber. This project was completed and railroad service became available to the somewhat isolated towns in Wasatch on Sept. 29, 1899.

Longed-For Service

The railroad had long been anticipated by the people of Wasatch County because it would enable them to ship their livestock and farm products to outside markets.

The train also brought hospital and high school facilities in Provo to many Wasatch residents while it was still relatively horse and buggy days in the high mountain valleys.

Especially in winter time when the roads were poor and often blocked by snow slides—the train came plowing its way up the canyon, stopping and starting at stations. This is probably where it got is nickname, "The Heber Creeper."

Newspaper Account

The "Wasatch Wave" which is the train's senior by about 10 years, announced the new event as follows on Sept. 29, 1899:

"E. W. Sullivan appointed station agent at Heber—Schedule very satisfactory—Two trains arrive in and leave Heber each day.

"The Provo Canyon branch of the Rio Grande Western Railroad which connects Heber City with Provo is now completed and ready for business. The length of the road is 25.8 miles. There are seven stations on the line between Provo and Heber. Their names and their distances from Provo are as follows: Smoot, one mile; Crahurst, six miles; Nunns, nine miles; Falls, ten miles; Forks, twelve miles; Wallsburg, eighteen miles; Charleston, Twenty-one miles. None of these stations will have an agent. E. W. Sullivan has been in the employ of the company for a number of years.

Satisfactory Schedule

"Elsewhere in this issue will be found the time table showing the arrival and departure of trains. This schedule is very satisfactory indeed. The trains connect at Provo with the fast-continental trains both east and west without any of those long, tiresome waits. If you have business in Salt Lake you can take the 6:40 a.m. train—arrive in the City 10 o'clock; returning you can leave Salt Lake at 5 p.m. and reach Heber at 8:05 p.m. This gives you seven hours in the metropolis, and the whole of the business day in the city which is from 10 o'clock to 5.

"On the other hand our Salt Lake friends can leave there at 8 a.m., reach Heber at 11 a.m. spend three and one-half hours in Heber and leave at 2:20 arriving in Salt Lake at 5:35 in the evening."

Another Account

The following excerpt was taken from "How Beautiful Upon the Mountains", by the Wasatch County Chapter of the Daughters of Utah Pioneers:

"The community leaders were sufficiently moved by the significance of the occasion that they planned a special railroad holiday on Friday, October 6, 1899 and invited people from all over the state to attend.

"The railroad company set up a special train of seven cars which arrived in Heber at 3 p.m., carrying many state dignitaries, including Gov. J. T. Hammond, Provo City officials and some 400 persons.

"Residents of Heber and Wasatch County along with the Heber Brass Band met the train and its passengers at the depot and proceeded to the court hourse yard where a special platform had been erected.

Special Program

"Here a special program began with an address of welcome by Abram Hatch, stake president. Mayor Jones of Provo made a brief response and each of the state officials present spoke for a few minutes. These included Gov. Hammond, James Chipman, state treasurer; Morgan Richards, Jr., state auditor; J. J. Thomas, secretary of the state board of equalization and U. S. Sen. Reed Smoot. Numerous railroad officials and officers of Provo City were also honored. Music was furnished by quartets from Heber and Provo and by the Heber Brass Band.

"After the program the large crowd adjourned to Heber Social Hall (old hall) where they were served free food between 4 and 7 p.m. A dance in Turner's Hall during the evening concluded the festivities. The special train left Heber shortly after 10 p.m. and arrived in Provo at 12:30 a.m.

"Hack" Service

"The coming of the railroad gave rise to a number of related businesses, including "hack" service. Frank Carlile of the Heber Livery Stable was one of the most reliable drivers of the time. He met all the trains leaving town or arriving. Often his hack was so loaded with townspeople, traveling salesmen or other travelers that two or three had to stand on the step at the rear of the buggy. His reputation was for reliability, and people knew they could always catch their train if they rode with Frank Carlile.

"Station agents that have followed Mr. Sullivan include A. A. Tyree, assisted by Nate C. Coleman; a Mr. Harmon; Joseph Ely who served some 20 years, and the present agent, Roger Felt, who has been at the station some 19 years." (Mr Felt has since died and his wife lives in Heber. She says that her husband was station agent for nearly 26 years when he retired in 1967.)

"Advancements in truck transportation and the convenience of automobile travel has cut deeply into the railroad's business, so that the train makes only one run into the valley each week at present." (1963).

Story of Use

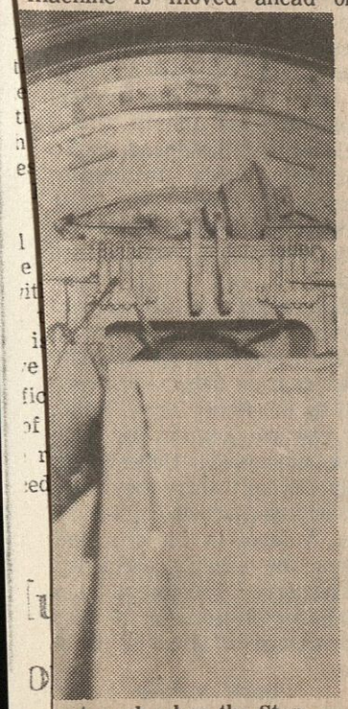
An incident told in "A House of Many Rooms" by Rodello Hunter, tells of the dependency upon the train of the people of that time. It tells of a Heber lad of 25 who was in an accident at the Silver City mine and was

AN EARLY CONSTRUCTION crew is shown on the "Heber Creeper" rails in Provo Canyon in the late 1800's. The tracks opened up transportation to Heber Valley, especially during the winter months.

(PADS)
Form No. 68-R

Tunnel Drilling

machine stationary as a hydraulic ram forces the cutting head against the rock. After cutting about five feet, the machine is moved ahead on runners to obtain a new grip on the sides of the tunnel. The cutting head is turned at about seven revolutions per minute. Revolving buckets catch the cuttings and dump them on a conveyor belt, which loads them for removal from the tunnel.

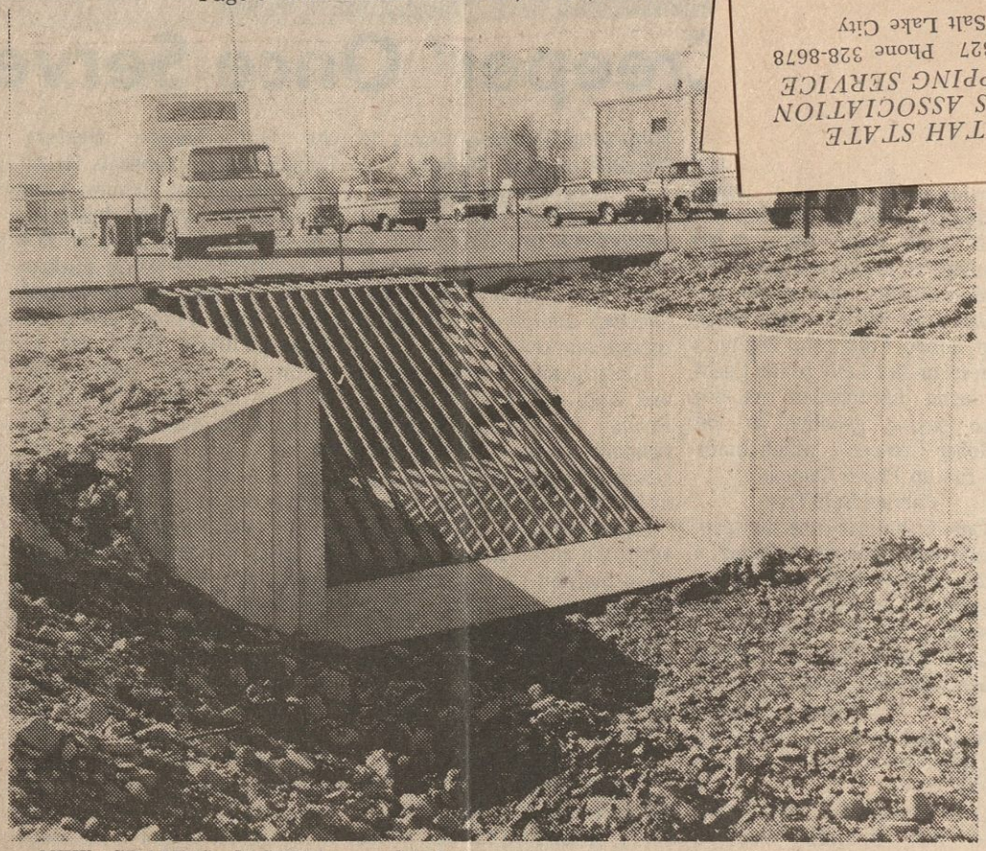


at work when the Star- drilled above Starvation or several other drilling the Central Utah Project.

Many Advantages

There are several advantages to a machine tunneling operation. It eliminates the overbreak that accompanies conventional blasting techniques, reduces water seepage, normally produces less rock fall, requires less support, and is easier to line with concrete. The laser guidance system reduces the chance of error where precision drilling is required.

It is expected that the more than 40 miles of tunnels planned for the Central Utah Water Project will be drilled with the mechanical mole.



NEW GRATING SYSTEM completed to prevent flooding at Second East and Main Street in American Fork. The project was designed to provide an ample settling area for debris and waste materials washed downstream during peak runoff expected to begin next month. Previous grating proved ineffective, forming a dam, rather than a screening facility (Herald Staff Photo)

Sharon School PTA To Meet On March 12

The Sharon Elementary School PTA meeting will be held Thursday at 7 p.m. in the school auditorium. Guest speaker will be Dale F. Pearson, staff member of the Central Utah Community Mental Health Center. Mr. Pearson also works in liason with the juvenile court.

A discussion period with Mr. Pearson will be held following the talk. Parents are encouraged to ask questions.

At this meeting, nominations and elections for two members of the nominating committee of the PTA will be held. The duty of this committee will be to select candidates for next year's officers. Only PTA members will be able to vote.

A reading entitled, "A PTA Happening," will be given by Richard C. Davis, a member of the 3 D's. Sharon School Fifth Grade students under the direction of teacher, George S. Kelly, will present a musical number.

Flood Control Work Completed in A. F.

AMERICAN FORK — A major flood control project along the American Fork Creek was completed recently by Nash Construction Co.

A series of steel pipe rods were utilized to form a wide grating for the creek bridge which is the channel for a covered section of some 500 feet. The creek is covered under the parking lot of Allen's Super Save, under Highway 91 and under Tri-City Motor Co. building and grounds.

The former grating system was designed and installed last season when the Allen project was completed. The grating proved ineffective, however, forming a dam rather than serving as a deterrent to accumulation of debris and weeds. City crews were required to make around-the-clock checks of the grating system throughout the high water period last year, [illegible] many hours

the creek channel 30 feet, providing additional settling area for debris carried down the creek. Cement abutments also have been poured, with the grating system firmly anchored in concrete footings to withstand the velocity of the stream.

The grating system was inspected by members of the city council this week and they expressed approval of the work and were confident it would eliminate the flood threat which existed in this location in previous years.

Golden Driggs To Speak to Springville CC

SPRINGVILLE — Golden K. Driggs, associate director of development at Brigham Young

Ken Rowe To Head Pageant

SPRINGVILLE — Ken Rowe has been named chairman of the annual Miss Springville Pageant sponsored by the Springville Jaycees as a feature of Art City Days celebration.

Working with Mr. Rowe on arrangements are Dee Roach, vice chairman; Russell Stansfield and Gary Rowland, awards; Gary Hubbard, photographs; Barry Weight, tickets and sales; David Gabbitas, coordination with the Art City Days parade; David Clements, publicity; Joan Folett, judges and master of ceremonies; Linda Weight and Sharon Rowe, pageant; Jim and Myrna Jeffers, entries and sponsors.

crushed from his wagon and was taken to the Provo hospital and his parents in Heber summoned.

It also told of the canyon's inaccessibility due to winter weather and of the wearing apparel the father wore on the unheated train as he went to his son's bedside. He rode the "Heber Creeper" down and back the following day, bringing with him a big wooden box, which was unusually small—yet large enough to hold a body bearing no legs.

The train, like a parent with whom the child has out-grown its need it suddenly becomes old—and as such, the "Heber Creeper", creeps out of our lives—and into history.

PRICE-UP FEVER

Denver - February 11, 1929.

Mr. E. N. Clark:-

With reference to the attached letter dated February 6th from Messrs. Consaul & Heltman enclosing copies of letter from the Honorable Commissioner of the General Land Office addressed to the Register of the U. S. Land Office at Salt Lake City regarding the filings of the Utah Eastern Railway Company - I beg to hand you herewith my file regarding the matter.

You will observe three items are covered in this filing, two extending continuously from Heber to Soapstone Summit and the other a separate and distinct line from Charleston to Daniels Pass. Please note from the file that these unused government rights of way were described in our general mortgage of February 1, 1924, and that Mr. McAllister is of the opinion we cannot voluntarily relinquish them.

Two of these filings extending continuously from Provo Valley to Soapstone Summit were approved originally January 10, 1906, while the third, Charleston to Daniels Pass, was originally approved September 24, 1897, and again on October 19, 1904. Therefore since 1904 and 1906 these grants have been kept alive from time to time by showings which we have made to the Commissioner of the General Land Office.

A roadbed was constructed on the Provo Valley-Soapstone Summit line but never utilized for track. It was of course a narrow gage roadbed with a 3% gradient. In case of the Charleston-Daniels Pass grant, no work was done, and this line contemplated a maximum gradient of 3½%. In the light of modern railroad operation I have long considered these grants worthless although on one of them, the Charleston-Daniels Pass, we have been paying a premium for many years on a bond for the protection of the U. S. government and are still so doing.

I beg to refer you particularly to the following letters incorporated in the file:

Showing of March 17, 1924, to the Commissioner of the General Land Office.

My letter to Mr. Pyeatt, June 14, 1926.

My letter to Messrs. Consaul & Heltman, September 8, 1926.

Mr. McAllister's letter to me, September 3, 1926.

My letter November 22, 1927, to Mr. Shields.

My letter to the Commissioner of the General Land office, December 7, 1927.

JLO 11/9/91

(PADS)
B. V. Form No. 68-R

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Page 1

Date 8-9-20
Carrier D & R G Ry
Valuation Section S C Utah

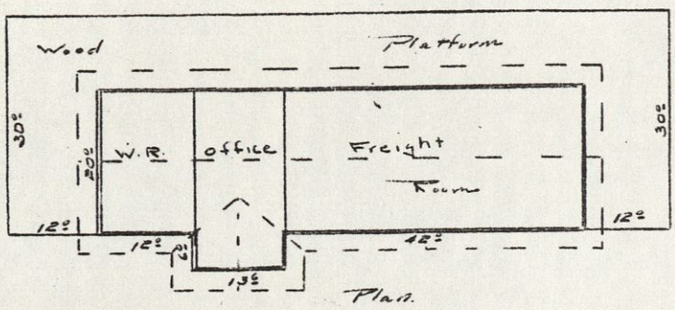
A J Weston
W. H. Chamberlain
for Carrier

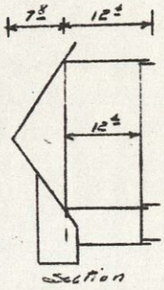
Acct 11

Parro Canyon Branch.
Beginning at Heber.

Heber
BLDG. No.

(45)
Depot at Heber 20' x 67' { 12' / 20' G.R.





Fdn.
254 linft stone wall 1' x 3'
254 " " foot 2' x 1' ext
Lc 2' earth.
254 linft 6x8 SN sill. 1000
4,912.00
28.00
4,978.00

Walls
3' beaded ptd wainscote
2x6 W.S. o-p
D.S. ptd above
on 2x6 - 1 st

Openings
F.R.
2 F R Doors 7' x 9' x 2" bat sliding
transom
1 window 2' x 6' x 1 3/8 glass
brackets 2' in D.T.

Remainder
1 Door 3' x 9' x 2" panel, transom
10 wdw 2' x 6' x 1 3/8 glass.

Form approved July 15, 1915.

PR

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